



Jack B. Johnson  
County Executive

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# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



June 24, 2008



The Honorable Judith F. Davis  
Mayor, City of Greenbelt  
Greenbelt Municipal Building  
25 Crescent Road  
Greenbelt, Maryland 20770

RE: TSM - Transit Service and Operations Plan (TSOP)

Dear Mayor Davis:

Thank you for providing the Prince George's County Department of Public Works and Transportation (DPW&T) with a copy of your May 15, 2008, comments to Council Member Turner. In addition, DPW&T appreciates the City's attendance at the Transit Service and Operations Plan (TSOP) public hearing held at Northwestern High School on May 29, 2008 and for their comments on the plan. It is quite helpful and gratifying that the City of Greenbelt is in agreement and supports the basic tenants and service recommendations of the TSOP as prepared by the County consultants, DMJM Harris.

In reviewing your May 15, 2008, comments, it is clear that there was a focus on proposed service reductions for both **TheBus** and Metrobus services in Greenbelt. These proposed reductions; however, appear to have been isolated in context from the larger framework of the plan which called for ample reinvestment of these proposed service reductions within and to Greenbelt. Some of these service recommendations are presented below:

- The rationalization of bus routing between **TheBus** and Metrobus services will result in a higher overall level of transit services for the Greenbelt area and services to areas of the County presently not available to residents of the Greenbelt area. This is made possible due to the reallocation of resources and elimination of duplicate routings.

- **TheBus** Route 15 Express has been recommended for extension of service frequency from 120 minutes in the peak period to 30 minutes and **TheBus** Route 15 has been recommended for peak period frequency improvements from 60 minutes to 30 minutes. These TSOP recommended improvements are being made by reinvesting savings from service reductions of duplicative services.
- The TSOP recommends that **TheBus** Route 16 (service from the Greenbelt Metrorail Station to the New Carrollton Metrorail Station) provide Saturday service. Route 16 operates along Cherrywood Lane and MD Route 193 and again, the enhancement for this service is made possible by using service savings generated by eliminating duplicative service.
- The TSOP recommends a new **TheBus** route serving the MD 193 corridor with ten buses operating Monday through Friday. This route could or would serve all areas of Greenbelt which would be dropped through the reduction in service of Metrobus Route C2. This route would also provide direct access to Upper Marlboro, as well as many areas of western Prince George's County, such as Langley Park/Takoma Park and the University of Maryland.
- The recommended **TheBus** Route 15 extension would provide service to Bowie State University and western Bowie and could be easily rerouted to serve connections in eastern Greenbelt, which lose service due to the changes to Metrobus Route C2.
- The TSOP recommends a new **TheBus** route running from Greenbelt to Konterra, providing Greenbelt residents access to a major new development area. This route will also provide access to all service areas which possibly would lose service due to the elimination of **TheBus** Route 11, including the Courthouse, the Capital Office Park and planned development in the area.

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- Continued employment of recent, new Transit Demand Management strategies, such as free fare for students, SmarTrip cards and elderly and disabled free fares on **TheBus** and Metrobus, will help grow ridership and reduce traffic congestion in Greenbelt over the life of the TSOP.
- The County is now completing a new ten-year bus shelter contract that could enhance amenities at many bus stops located throughout the Greenbelt area which is vital to attracting and keeping regular bus patrons.
- While the TSOP did not recommend a **TheBus** local circulator route within the City of Greenbelt, the County would be pleased to consider this option as part of the TSOP. However, when this service option was presented to Greenbelt, as part of the implementation phase for services in the prior TSOP in the mid to late 1990's, the citizens of Greenbelt clearly demonstrated a very strong preference that buses not operate on or through any new streets in the City of Greenbelt.

With respect to the current Greenbelt Transit Efficiency/Improvement Plan, DPW&T would be pleased to work with the City of Greenbelt and staff from the Metropolitan Washington Council of Governments (MWCOC) on this plan to ensure its incorporation into the TSOP. In the interim, staff will be contacting staff from the City of Greenbelt to set up a planning review of the TSOP to more fully explain its recommendations and the benefits to citizens in the greater Greenbelt area.

Implementing any or all of these recommended improvements will require a considerable time and funding investment. The TSOP, once adopted, will be implemented in stages over the next five to ten years. To make the service recommendations a reality, each year or stage will be contingent upon receipt of the necessary funding, and each service option implemented will be vetted through a rigorous public and civic review process prior to implementation.

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Again, thank you for taking the time to share your comments and support for the TSOP. The Department of Public Works and Transportation looks forward to working with you and staff from the City of Greenbelt to improve transit services to our citizens. Should you have any questions or desire further information, please contact me or James E. Raszewski, Chief, Division of Transit, at (301) 883-5656.

Sincerely,

A handwritten signature in black ink, appearing to read 'Haitham A. Hijazi', with a horizontal line extending to the left.

Haitham A. Hijazi  
Director

HAH/JER/lac

cc: The Honorable Jack B. Johnson, County Executive  
The Honorable Ingrid M. Turner  
Prince George's County Council, District 4  
Obie Pinckney, Jr., Municipal Liaison  
Marcus D. Jackson, County Council Liaison  
J. Rick Gordon, Acting Deputy Director  
James E. Raszewski, Chief, Division of Transit